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EVALUATION

CENTRAL INTELLIGENCE AGENCY

REPORT

DATE OF COMPLETION

INFORMATION REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR.

26 April 1955

SUBJECT

Railroad Construction Projects

NO. OF PAGES

PLACE

ACQUIRED

NO. OF ENCLS.

(LISTED BELOW)

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DATE OF INFO.

SUPPLEMENT TO

REPORT NO.

This is UNEVALUATED Information

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2. A loading and unloading point equipped with special tracks and ramps is under construction at Neubukow. A total of about 80,000 cubic meters of earth will have to be moved and shipped away. 4
3. In late November, it was learned that a cart road 800 meters long is scheduled to be built by order of the Soviets at the Neubukow railroad station. The designs for the cart road have been completed. 4
4. The Bau-Union Waren/Mecklenburg will handle excavating and concreting work, and the Stahlbaubetrieb (Civil Engineering Enterprise) at Niesky/Lausitz will take charge of the steel constructions for the reconstruction of the Wriezen-Jaedickeendorf railroad line and the rebuilding of the Oder River bridge near Neuruednitz. In November 1954, work on the laying of tracks was started near Wriezen. No track construction work has so far

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been observed on the Polish side of the river. The concrete piers of the Oder River bridge near Neuruednitz were about 75 percent completed. Wooden assembly scaffolds have been erected adjacent to the river piers. The steel superstructure of the bridge was being assembled on these scaffolds. Bridge construction work was being accelerated because it was intended to place the bridge superstructure in position before the formation of ice floes on the river. 5

5. In late October, construction work on the Oder River bridge near Schwedt was suddenly suspended on the German side of the river. The engineers and construction workers previously employed at the site were transferred to Neuruednitz in order to accelerate the completion of the railroad bridge under construction there. Construction work on the Oder River bridge in Schwedt is scheduled to be resumed in February 1955. Construction work on the Polish side of the bridge continued day and night. 5, 1
6. Since 1 December 1954, extensive track construction work has been under way at Kietz railroad station. New switches are being installed. Traffic through Kietz has been limited to a minimum. 7

1. Comment. This double-track railroad bridge which is approximately 1,100 meters long is still being used for vehicular traffic. The bridge was to be reconstructed in 1954, and a sum of 1.6 million Eastmarks was included for the project in the 1954 Economic Plan. It now appears that this project which envisages the elimination of vehicular traffic on the bridge is to be realized in 1955. 25X1
2. Comment. The superstructure of the Berlin-Hamburg main railroad line is in very poor condition. Reconditioning work on this line was carried out in March 1954. 25X1
3. Comment. This project involves the construction of signal installations and office buildings required for the Soviet-type dispatcher system adopted by the GDR railroad administration on 1 October 1954. 25X1
4. Comment. Neubukow is the detraining point for the Soviet AAA range at Rostrow. 25X1
5. 25X1
6. Comment. The Oder River bridge near Schwedt is a road bridge. 25X1
7. Comment. Work on the improvement of the Kuestrin-Kietz border station had been under way for a long time. 25X1

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1. The following major railroad construction projects were included in the 1955 investment plan of Reichsbahnamt Wittenberge:

## Construction Project

(in [REDACTED])Railroad bridge over the  
Elbe River

2.2

Replacement of rails and ties  
between Wittenberge and  
Ludwigslust

1.387 2

Auxiliary dispatcher installations

6.0 3

2. A loading and unloading point equipped with special tracks and ramps is under construction at Neubukow. A total of about 80,000 cubic meters of earth will have to be moved and shipped away. 4
3. In late November, it was learned that a cart road 800 meters long is scheduled to be built by order of the Soviets at the Neubukow railroad station. The designs for the cart road have been completed. 4
4. The Bau-Union Waren/Mecklenburg will [REDACTED] excavating [REDACTED] concreting work, and the Stahlbaubetrieb (Enterprise) at Niesky/Lausitz will take charge of the steel constructions for the reconstruction of the Wriezen-Jaedicendorf railroad line and the rebuilding of the Oder River bridge near Neuruednitz. In late November 1954, work on the laying of tracks was started near Wriezen. No track construction work has so far

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